



The Hon John Anderson MP
Deputy Prime Minister
Minister for Transport and Regional Services
Leader National Party of Australia

Dr Brendan Nelson MP
Chair
Sydney Airport Community Forum
PO Box A301
SYDNEY SOUTH NSW 1235

Dear Dr Nelson

Thank you for your letter of 12 April 2000 conveying the resolutions arising from the 25th meeting of the Sydney Airport Community Forum (SACF) held on 7 April 2000.

I understand that the non-attainment of the LTOP noise sharing target of 17% of movements to the north of Sydney Airport is a matter of frustration for some SACF members. Accordingly, I accept the broad thrust of the SACF resolution that this issue needs be examined in some detail to ascertain what further steps can be taken to achieve progress toward the LTOP targets.

As you know, the Cabinet is now considering the question of how best to cater for the future aviation needs of the Sydney Basin. I wish to further consider your proposal for an independent audit of LTOP in the context of the Cabinet process.

The Forum's concern about speculation on the transfer of non-jet traffic to Bankstown Airport has been noted. Access to Sydney Airport by regional aircraft is protected through the slot management scheme established under the *Sydney Airport (Demand Management) Act*. Additionally, the cap of 80 movements per hour that has been established by the Government under the Act includes propeller and regional aircraft.

I have noted SACF's support for the Government's actions in lifting the maximum penalty for breaches of the airport curfew five-fold. Clearly it is important that there are sufficient financial deterrents in place to ensure that operators do not breach the Airport's curfew.

As you know the Airport Environment Strategy is a key requirement of the new regulatory regime which applies on the airport. In accordance with the requirements of the *Airports Act 1996* (the Act), the approved strategy sets out the way in which the airport will be operated so that its environmental health is improved. Irrespective of any purported disclaimers in the document, S130 of the Act makes it clear that SACF

and any person carrying on activities on the airport must take all reasonable steps to ensure that the strategy is implemented and complied with.

The Forum's support for the proposal contained in the Department's Discussion Paper to limit and eventually phase out operations by low by-pass jet engine aircraft has been noted.

I am pleased to accept the Forum's nomination of Mr Clarke as the new community representative on the Implementation and Monitoring Committee (IMC) and have advised Airservices Australia that it will be necessary to hold future IMC meetings at times which facilitate community participation. I look forward to Mr Clarke making a positive contribution to the work of the Committee.

Yours sincerely

Signed by Minister
26 June 2000

JOHN ANDERSON